

Table 2-H-4f
Bay Area to Merced – High-Speed Train Station Evaluation Matrix
San Jose to Merced Segment

Station = Station Carried Forward **Station** = Station Eliminated **Primary/Secondary Reason for Elimination**

Evaluation Criteria	Stations			
	Los Banos	Gilroy	Morgan Hill	San Jose (Diridon)
	Pacheco Pass Alignments Only	Gilroy Alignment Only	Caltrain East of 101 Foothills	All Alignments
<i>Maximize Ridership/Revenue Potential.</i>				
Population/Employment Catchment (Year 2020)	1 <ul style="list-style-type: none"> 9,696 employment 87,596 population 	4 <ul style="list-style-type: none"> 1,048,458 employment 1,016,375 population 	4 <ul style="list-style-type: none"> 1,048,458 employment 1,016,375 population 	5 <ul style="list-style-type: none"> 905,644 employment 366,338 population Assumes Gilroy or Morgan Hill & Santa Clara Station. For Direct Tunnel alignments, Gilroy or Morgan Hill total would need to be added to San Jose Santa Clara Station total would need to be added to San Jose if Santa Clara Station not assumed
<i>Maximize Connectivity and Accessibility.</i>				
Intermodal Connections	1 <ul style="list-style-type: none"> Freeway (I-5) 	3 <ul style="list-style-type: none"> Caltrain commuter rail U.S. 101 	4 3 2 <ul style="list-style-type: none"> Caltrain Morgan Hill Station provides direct connection to Caltrain East of 101 & Foothills Morgan Hill stations would not provide direct connections to Caltrain East of 101 Morgan Hill Station has direct freeway access 	5 <ul style="list-style-type: none"> Caltrain commuter rail ACE commuter rail Capital commuter rail Amtrak VTA buses VTA light rail Possible BART

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	Pacheco Pass Alignments Only	Gilroy Alignment Only	Caltrain East of 101 Foothills	All Alignments
Minimize Operating and Capital Costs.				
Operational Issues	2	3	3	2
			5	
			5	
	• None	• Grade separated pedestrian connections needed to platforms & Caltrain.	• Grade separated pedestrian connection to platforms and Caltrain • None • None	• Station would feed both San Francisco & Oakland lines. Track designations needed. • Grade separated pedestrian connections needed to platforms & Caltrain.
	Construction Issues	5	3	3
5				
5				
• None		• Constructing over or near active railroad tracks	• Constructing over or near active railroad tracks • None • None	• Constructing over active railroad platforms and tracks
Capital Cost		Least Costly	Moderate Costs	Moderate Costs
Right-of-Way Issues/Cost	5	3	3	5
			3	
			4	
	• Currently vacant land	• Commercial property required	• Commercial property • Commercial property • Rural property	• No ROW cost assumed

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			East of 101 Foothills	
Maximize Compatibility with Existing and Planned Development.				
Land Use Compatibility and Conflicts	5	5	5	5
			5	
			3	
	<ul style="list-style-type: none">No conflicts	<ul style="list-style-type: none">No apparent conflictsDesign high-speed train station to function efficiently with Caltrain station	<ul style="list-style-type: none">No apparent conflicts in Morgan HillDesign high-speed train station to function efficiently with Caltrain stationNo apparent conflictsMore suburban in nature with residential	<ul style="list-style-type: none">Compatible with City of San Jose's strategic downtown plan.Buffer needed between aerial high-speed train station & the new residential west of the station.
Visual Quality Impacts	5	4	4	3
			5	
			1	
	<ul style="list-style-type: none">Minimal impacts	<ul style="list-style-type: none">Large aerial structure in Gilroy and farmland embankment south of Gilroy	<ul style="list-style-type: none">Large aerial structure in Morgan HillMinimal impactsAdverse impacts	<ul style="list-style-type: none">Moderate impacts due to size and residential to the west
Minimize Impacts on Natural Resources.				
Water Resources	3	5		
	<ul style="list-style-type: none">Potential impacts on San Luis Waterway	<ul style="list-style-type: none">No impacts anticipated		
Floodplain Impacts	1	1	5	5
	<ul style="list-style-type: none">Located in 100-year floodplain	<ul style="list-style-type: none">Located in 100-year floodplain	<ul style="list-style-type: none">Not in floodplain	<ul style="list-style-type: none">Not in floodplain

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			East of 101 Foothills	
Threatened & Endangered Species Impacts	1	5	5 5 1	4
	<ul style="list-style-type: none"> San Joaquin Kit Fox 	<ul style="list-style-type: none"> None identified by statewide GIS 	<ul style="list-style-type: none"> None identified by statewide GIS None identified by statewide GIS California Tiger Salamander 	<ul style="list-style-type: none"> California Tiger Salamander Highly urban area
<i>Minimize Impacts on Social and Economic Resources.</i>				
Environmental Justice Impacts (Demographics)	Disproportionate impacts not anticipated for any station			
Farmland Impacts	5	5	5	5
	<ul style="list-style-type: none"> In Prime Farmland Area although effects minimal due to station location. 	<ul style="list-style-type: none"> Not in farmland area 	<ul style="list-style-type: none"> Not in farmland area In Prime Farmland Area although effects minimal due to station location. Not in farmland area 	<ul style="list-style-type: none"> Not in farmland area
<i>Minimize Impacts on Cultural Resources.</i>				
Cultural Resources Impacts	3	4	4	4
	<ul style="list-style-type: none"> San Jose (Diridon) Station Gilroy Station 	<ul style="list-style-type: none"> San Jose (Diridon) Station 	<ul style="list-style-type: none"> San Jose (Diridon) Station 	<ul style="list-style-type: none"> San Jose (Diridon) Station
Parks & Recreation/ Wildlife Refuge Impacts	No impacts on parks, recreation, or wildlife refuge areas for stations in this segment.			
geologic and soils constraints	All high-speed train facilities would be designed taking into account existing soil, groundwater, and geologic conditions in the area and to withstand maximum credible earthquakes from fault activity in the area.			

1 2 3 4 5

Least Favorable

Most Favorable